

IN THE CLAIMS:

1. (Currently Amended): A rollover protecting system for a vehicle, comprising:
  - a plurality of sensors sensing a state of a vehicle;
  - an electronic control unit (ECU) calculating a roll angle of a vehicle by using values inputted from said plurality of sensors;
  - an actuator activated by said ECU and adjusting a tire to a positive camber when said ECU detects an occurrence of a rollover; and
  - protruding ends formed on a shoulder part of the tire for contacting ~~the~~ a road surface and reducing a lateral force ~~of on~~ the tire when the tire is adjusted to the positive camber, wherein each of said protruding ends comprises a ring shape around said shoulder part, and said protruding ends are aligned in plural rows at a constant interval and slopingly protrude out from said shoulder part toward the road surface.
2. (Currently Amended): The system as defined in claim 1,
  - wherein said actuator ~~has~~ comprises a moving part linearly sliding in relation to a fixed part, said fixed part pivotally mounted to a vehicle body at an upper side of a lower arm; and
  - the system further comprises a pivot arm, said pivot arm comprising:
    - ~~with one~~ a first end pivotally coupling coupled to said moving part of said actuator[[],];
    - ~~the other~~ a second end thereof pivotally connecting connected to an end of ~~the~~ a vehicle body side of said an upper arm[[],]; and
    - ~~the~~ a mid-part of said pivot arm pivotally configured to be fastened to the vehicle body.
3. (Canceled).
4. (Currently Amended): The system as defined in ~~claim 3~~ claim 1, wherein:
  - ~~each of said protruding ends with each~~ comprises a lateral side getting longer as it goes towards a side wall that increases in length from a tread of said tire toward a side wall of said tire[[],]; and
  - said protruding ends that are formed at said side wall having are longer protruding ends than those of formed at said tread.